

Serial No.: 10/065,643
Confirmation No.: 5973
Applicant: ELIASSON, Goran
Atty. Ref.: 00173.0017.PCUS00

REMARKS REGARDING EXAMINER'S REMARKS, AMENDMENTS AND NEW CLAIMS:

PRIORITY:

Examiner has required a showing that copendency existed pursuant to applicant's claim under 35 U.S.C. § 120; responsive thereto, a copy of WO 01/85513 A1 that designates the US is enclosed herewith, together with the Notification of Receipt of Demand regarding the PCT application. Therefore, PCT/SE01/00942 was considered to be a pending US patent application through 5 November 2002 {5 May 2000 + 30 months}, the filing date of the present application.

IN THE ABSTRACT:

The abstract has been amended according to Examiner's comments.

IN THE SPECIFICATION:

The specification has been amended to provide correspondence between the claims, specification and illustrative drawings.

IN THE CLAIMS:

Examiner's indication of the allowability of the subject matter of claim 3 is acknowledged with appreciation. Claim 3 is now written in independent format; and through the course of amending claim 3, care has been taken to resolve Examiner's rejection(s) under 35 U.S.C. § 112. Furthermore, the scope of claim 3 has not been narrowed, thereby avoiding the application of any "Festo-type" limitations later being imposed on the interpretation thereof.

Claims 2, and 4-6 depend either directly or indirectly upon claim 3 and are therefore also allowable.

Claim 7 has been amended to further recite that the fluid pressure supply is blocked off from the pressure-actuated emergency brake when the pressure in the two brake circuits falls below the predetermined limits. Regarding Examiner's rejections under 35 U.S.C. §§ 102 and 103, none of the references of record either teach, suggest or disclose this feature and is therefore allowable.

Claim 8 has been added to focus on the feature of the invention regarding the provision of an emergency brake actuation arrangement that is associated with a fluid pressure supply to the emergency brake. The emergency brake actuation arrangement is configured to isolate the emergency brake from the fluid pressure supply when both sensors detect pressure in the respective brake circuits that is below the predetermined limits and as a result, cause the emergency brake to actuate.

Claim 9 further recites that the emergency brake actuation arrangement includes fluid pressure disconnect valving that is closed causing a blocking of communication of fluid pressure from the fluid pressure supply to the emergency brake when both sensors detect pressure in the respective brake circuits being below the predetermined limits. Claim 12 also addresses this feature.

Claim 10 further recites that the emergency brake actuation arrangement includes a vent valve that connects the emergency brake to atmosphere when both sensors detect pressure in the respective brake circuits being below the predetermined limits. This connection to atmosphere is also a focus of claim 11.

Regarding these claim features of new claims 8-12, none of the references of record either teach, suggest or disclose such features and the new claims are therefore allowable.

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The undersigned representative requests any extension of time that may be deemed necessary to further the prosecution of this application.

The undersigned representative authorizes the Commissioner to charge any additional fees under 37 C.F.R. 1.16 or 1.17 that may be required, or credit any overpayment, to Deposit Account No. 08-3038, referencing Order No. 00173.0017.PCUS00.

In order to facilitate the resolution of any issues or questions presented by this paper, the Examiner should directly contact the undersigned by phone to further the discussion.

Respectfully submitted,



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